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PRIVATE RESIDENTS AT THE
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Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 3rd October, 1906. a244**

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Hongkong, 18th November, 1901. a7**

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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
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3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.,
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Extra Cars at 11.30 p.m. and 11.45 p.m.
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9.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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Hongkong, 27th August, 1906. 1824**

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Hongkong, 3rd October, 1905 46**

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Hongkong, 16th August, 1905. 1668

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any Quantity of PURE FRESH WATER
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Boiler.
Call Flag—W.
J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 2264

ON SALE.
A TABLE OF THE
**RATES OF EXCHANGE
AT HONGKONG**
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mint, to the Free Coinage of
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FROM 1893 TO 1905;
A120
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PRICE: \$1 CASH.
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having a Local Board of Directors in the
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The Oldest and Cheapest Company in the
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Ladies' Afternoon Tea Rooms.
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All comforts of a home.
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Comfortable accommodation for travellers
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from Canton, give easy communication with both
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Cable Address—"BOAVISTA."
For Terms, apply
a217
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MARSHALL.

On February 21st, at Shanghai, NANCY DEL CASTELLO to OTTO DOMINGUEZ, of Poshan, Shantung.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 28TH, 1907.

The removal from Liverpool to Southampton of the terminus for the bigger trans-Atlantic steam ship lines has set the financial and other papers to work discussing reasons for the change. The immediate aspects of the affair are Liverpool's loss and Southampton's gain, and people not particularly interested in the prosperity of the two places merely hope that the change will ultimately benefit British as against foreign shipping enterprise. With respect to Liverpool's loss, the *Economist* is concerned for the effect upon the Mersey Docks and Harbour Board, which has done so much to adapt the north-western port to the modern requirements of steamer lines. The same journal says:

"The withdrawal of these four mail vessels from the Liverpool and New York service does not, of course, mean that the connection of the White Star line with Liverpool will be severed. The weekly passenger service from Liverpool to New York will be maintained by the four magnificent twin-screw vessels *Baltic*, *Celtic*, *Colona*, and *Arctic*, the only change being in the day of sailing, which has been altered from Friday to Thursday. The Liverpool and Boston passenger service, the Australian service and the regular weekly services of live stock and cargo steamers will be maintained as heretofore. At the same time, the loss which will result to Liverpool from the transference of the mail service to Southampton will be considerable. A very small proportion of this loss will fall upon the Dock Board, and it may be estimated that the decrease of tonnage dues will not exceed £25,000 per annum. The financial position of the board is one of great strength, and it may be pointed out that for the year ended July 1st last there was a surplus of £139,392 after meeting working expenses and all interest charges on the board's debt."

There are various explanations offered as to the reasons prompting the change. The desire of first-class passengers to have the option of a continental or English port of arrival not too widely separated—such as the P. & O. and N.D.L. and other Eastern lines afford—has suggested that in some way the new scheme is intended as a further reply to foreign competition. But in that case it comes somewhat tardily, the competition for the first-class trans-Atlantic traffic having been acute for the last ten years. In this connection there has to be remembered the co-operation of the International Mercantile Marine Company and the two chief German lines, dating from 1902.

"Under which the combine guaranteed a dividend of six per cent upon £20,000,000 of the share capital (being one quarter of the amount then existing) of each of the German companies. On the other hand, the combine receives a sum the equivalent of any dividend in excess of 6 per cent upon the capital sums named which may be paid by each company. Under this agreement the International Mercantile Marine Company paid to the German lines, principally, we believe, to the North German Lloyd, about £27,000 in respect of the year 1904, and they received £25,000 from the German lines for 1905. For the past year the combine may be expected to receive about £60,000 from these companies, as the results of working should not be less favourable than for 1905."

That the change did not and does not mean an attack particularly aimed at German shipping is now taken for granted; and there is more colour for the theory that it is a part of the keen rivalry between the White Star and Cunard companies. It was known that the Cunard people were thinking of a channel terminus for their big, new, fast steamers, and the White Star manager is suspected of having jumped into it merely to forestall them. Instead of rate-cutting, a policy which failed, they seem to have started a new game of harbour-claim-jumping. But more plausible, because more natural, is another explanation, which shows that the Mersey Docks and Harbour Board has killed its own golden goose by being too grasping. Not content with their steady average of nearly four per cent profit, the Board was promoting a Bill in Parliament empowering them to levy dock tonnage rates on gross instead of net tonnage, or on a proportion of the gross tonnage. This proposal was objected to and opposed by the Cunard people, there being a big disparity between the gross and net tonnage of the larger liners. A Parliamentary Committee also reported against the proposed change, but apparently the Docks and Harbour Board remained stiff-necked in the matter, with the result that Liverpool is being deserted.

The committee in charge of the military fund for caring for "our comrades' graves," meets to-morrow (Friday).

The publican's licence for the Occidental Hotel, Kowloon, has been transferred from R. Mathlany to Ernest G. Jordan.

At the Union Church Literary Club this evening impromptu speeches will be made, the chair being taken at 9 p.m. prompt.

The Maxim shield competition for Artillery units of the Hongkong Volunteers takes place on Saturday. Marks will be allotted for fire discipline and drill, (50), time (50), and accuracy of fire (15).

Mr. Melbourne was called upon yesterday to adjudicate in a quarrel between two men from the *Dakota*. A seaman named Noble summoned the fourth engineer for assault, but the latter pleaded self defence, and his Worship dismissed the summons.

In view of "General" Booth's reported departure for the Far East, it is worth noting that from his own moral platform he is still living in a state of sin. The rupture between himself and his son, Mr. Ballington Booth, still continues; the father and son are irreconcilable, and never communicate with each other. Before either of them has the right to preach or pray (still arguing in the light of their own faith and scripture) they must "first be reconciled." The wickedness of coming so far afield to preach brotherly love while at enmity with his own son does not need to be more than pointed out.

A banking reform of sufficient importance to deserve passing mention was to come into operation on February 19th. That at this time of day a detachment of what are professionally known as "walk clerks" should be making mural visits to the Metropolitan branches of the other banks, and also to non-clearing establishments in the West End, strikes one as somewhat of an absurdity; we are not, therefore, surprised to hear that many suggestions for the abolition of the system have been mooted, without, however, meeting with more than limited support. The plan now to be tried for six months is that of Mr. P. W. Matthews, the well-known inspector of the Bankers' Clearing-House. Under this scheme the London clearing-banks will receive at the Clearing-House, and themselves collect, cheques on their own branches all over London, thus doing away with the necessity of the "walk clerks."

A well-known resident of the Colony, who on page 4 today advertises a missing dog, thinks it possible that the gray wolf reported in the New Territory was his dog which he, he says, like a wolf in appearance, and is accordingly named "Lupus." Pakka wolves are not strangers, however, in the New Territory, and the gentlemen named in connection with the discovery of the recent specimen will not be deceived by any general resemblance. Readers may suspend judgment while awaiting further evidence.

By kind permission of Lieut.-Col. Price, D.S.O., and Officers, the Band of the 129th "Duke of Connaught's Own" Baluchis will play the following programme of music, at the King Edward Hotel, during dinner on Thursday, 28th February, 1907 (weather permitting):
March..... "H.M.S. Camperdown,"..... (Close)
Overture..... "William Tell,"..... (Close)
Waltz..... "Carosanto,"..... (Lambert)
Selection..... "Veronique,"..... (Messager)
Two Step..... "Mr. Hicks of New York," Raymond
Intermission..... "Moonlight,"..... (Boggetti)
Sketch..... "The Hushing Reel,"..... (Taurban)
Selection..... "The Orchid,"..... (Caryl)
God Save the King.

A CHINESE INSURANCE POLICY.

The following remarkable document, which was entered as an exhibit in a case which came before the Chief Justice yesterday, attracted considerable attention in Court. It is the policy form of a Chinese insurance company, and reads:—

"Insurance Policy No. 35,129 under character Fook (in half characters).

(We) have hereby insured under policy 35,129, character Fook, O Yan-tai (respectable firm's) cost of goods to the extent of \$40,000. The rate of premium for No. 3 safety insurance is \$3 per \$1,000. Total amount of insurance premium is \$1,200. These goods are to be shipped and carried by the Chinese steamer called *Macao* to the port of Amoy. All matters of No. 3 safety policy are to be carried out according to the rules of our company's policy in English. This is proof.

Particulars, per *Macao* to Amoy: The bulk, machinery, fixtures and apparatus of the ship *Macao*, all complete, are estimated to be at the cost of \$95,000 exactly. After deducting the \$40,000 insured by this company, the remaining \$55,000 are to be insured by the shipowner himself who shall not effect an insurance elsewhere. It is distinctly agreed that the ship's arrival and anchoring at Amoy will be the end."

The policy is chipped by the company's chop. A marginal entry reads: "Whenever it is insured for No. 3 safety, it must be a total loss of the ship before indemnity can be paid."

It will be observed that the first part of the policy deals with the insurance of goods to be shipped by the steamer, while the particulars set forth that it is the steamer the company insured. "A curious and weird document," was Mr. Slade's comment.

SALE OF PONIES.

A sale of ponies by public roup was conducted on the square before the City Hall by Mr. T. F. Hooper, of Messrs. Huxley and Hough, auc. tioneers, yesterday afternoon. There was a large attendance and some good prices were realised. The following ponies were sold for the prices mentioned.—Disposer, \$90; Disaster, \$40; Zulu Chief, \$45; Manchester Chief, \$133; Cubie, \$40; Crisis, \$180; Cupid, \$55; No. Savvy, \$300; Whitehead, \$70; Can Pass, \$125; White Nile, \$13; Dublin, \$100; Emerald's Hope, \$55; The Skew Dhu, \$55; Emerald, \$85; Benford, \$70; Bileale, \$150; Crown, \$65; Elger, \$55; Ben Wyvis II, \$125; Aeneas, \$150; Highland Gillie, \$50; Highland Rover, \$15; Highland Heather, \$245; Highland Bonnet, \$160; Wicked, \$90; Brython, \$35; The Jobber, \$130; Zapeter, \$195; Saladin, \$110; Pothan, \$135; Grasshopper, \$110; Off Chance, \$170; Ransomcom, \$105; Robbie, \$35; Velox, \$70; Baywater, \$310. Seven unnamed China ponies were sold and brought prices of \$80, \$85, \$190, \$50, \$75, \$105 and \$35. The gentleman who paid \$50 for his fancy could not have been satisfied with his purchase, for shortly afterwards he put the pony up to auction again, when it brought only \$10.

HOCKEY.

THE CHALLENGE CUP COMPETITION.

The following is the draw:

- FIRST ROUND.
1. H. M. S. "Tamar"—a bye.
2. R. A. V. Middlesex Regiment.
3. Club v. 119th Infantry.
4. H. M. S. "King Alfred"—a bye.

- SECOND ROUND.
5. No 1 v. Winner of 2.
6. No 4 v. Winner of 3.

FINAL ROUND.

WINNER OF 5 v. WINNER OF 6.

There will be a Club match this afternoon at 4.45 p.m. on the Club ground, Whites v. Colours. Whites: Rev. Searle, L. Murphy (Capt.), J. P. McGillicuddy, W. S. Dupree, A. B. Bird, H. L. Garrett, T. H. King, L. G. Birch, R. F. C. Master, F. V. Kirwan, C. J. Satterthwaite. Colours: C. H. F. Forde, T. C. Gray (Capt.), F. H. Forde, A. G. M. Fletcher, T. H. Greenwood, Capt. Pinepotts, A. Stewart, R. O. Hutcheson, J. Hooper, P. P. J. Wolhouse, H. V. Wilkinson.

People are really guided, both in matters of belief and action by temperament rather than by conviction; and I do not honestly think that convictions shape character nearly so much as character shapes convictions. The man whose tendency it is to labour for others, to deny himself, to work for a cause world, I believe, is on very much the same lines whether he is Christian, Buddhist, or Mohammedan.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

PANAMA CANAL CONTRACT.

LONDON, February 27th.

The American Government will construct the Panama Canal, all the tenders from contractors having had to be rejected.

THE "BERLIN" WRECK.

LONDON, February 27th.

The gallantry of Prince Henry of the Netherlands, towards the imperilled passengers of the wrecked liner *Berlin*, has received an acknowledgment in a G.C.B.

SHIPPING RINGS.

LONDON, February 27th.

The Commission to enquire into the operation of the Shipping Rings has commenced its sittings.

THE NEW OLD BAILEY.

LONDON, February 27th.

The King opened the new Old Bailey.

AN INDUSTRIAL AMALGAMATION.

TOKYO, February 27th.

The *Chuo Shimbu* publishes a scheme of the Hokkaido Colliery Company to establish a steel foundry at Muroran. There will be a co-operation of Anglo-Japanese capital to the amount of ten million yen.

The representative of the Armstrong and Vickers Companies is in consultation here.

[REUTERS SERVICE.]

THE RUSSIAN ARMY.

LONDON, February 25th.

General Bidering replying to the taunts of General Kuropatkin says, it is only bad workmen who find fault with their tools. He repudiates the criticisms of the rank and file as unjust and unpatriotic.

THE WRECK OF THE "IMPERATRIZ."

LONDON, February 25th.

The *Imperatriz* is regarded as a total wreck loss. The captain, all the officers except the third engineer, and the majority of the crew have been brought to Canea. Thirty-nine of the crew including eight *Lascars* were drowned.

GENERAL BOOTH'S TOUR.

LONDON, February 25th.

General Booth has started on his tour to America and Japan.

THE DEVELOPMENT OF MANCHURIA.

LONDON, February 25th.

The *New York Times* states that Japan has purchased \$50,000 tons of steel cars for immediate shipment for railways in Manchuria.

RAUB MINES.

Messrs. E. S. Kadorie and Company have

received private telegraphic information from Singapore to the effect that the crushing of the Raub Australian Gold Mining Co., Ltd., for the past four weeks yielded 1162 ozs. gold from 5624 tons stone.

THE IMPORTATION OF ARMS.

The following rules for the prevention of the

smuggling of firearms into China by revolutionary associations or members of secret organizations have been passed by the Manchurian General Liang in his capacity as the Controller-General of the I.M. Customs, and issued by the Inspector-General (Sir R. Hart) for enforcement by the Commissioners of Customs at the various Treaty Ports:

- 1.—If the Chinese Government or any of the Viceroy or Governors want to purchase arms from foreign countries, the Commissioner of the Customs at the port of entry must be notified by the Customs Taotal beforehand, otherwise they cannot pass through the I.M.C. at any of the Treaty Ports for China.

- 2.—No foreign firm in China is allowed to import more than six rifles and 12,500 cartridges at a time. Full particulars should be recorded in the book of his firm in case the arms are sold to others for future investigation purposes by the Commissioner of the Customs at that port if necessary.

- 3.—The quantity of arms imported into China by any of the foreign firms as examples for the Chinese Government is not to exceed two with 1,000 cartridges, while foreign merchants and other respectable subjects of the Treaty Powers are only permitted to import one rifle and 500 cartridges each for self-protecting purposes. In all cases the importer must first furnish full particulars to the Commissioner of the Customs at the port of entry prior to the landing of these arms. In the case of firms the importer or manager of the firm is not permitted to sell the arms to other for other purposes.

- 4.—All descriptions of arms imported into China from foreign countries must pay five per cent Customs duty at the port of entry.—*N.C. Daily News.*

SUPREME COURT.

Wednesday, February 27th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

CHEU G SHI T. MA FU-SAM.

The case again came before the Court in which Cheung Shi, otherwise Li Cheung-shi, proceeded against Ma Fu-sam to have an indenture of mortgage alleged to have been made by the defendant on section 11 of Marico Lot 163 declared null and void.

Mr. M. W. Slade, instructed by Mr. D. V. Stevenson (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, the defendant being represented by Sir Henry Berkeley, K.C., and Hon. Mr. H. E. Pollock, K.C., who were instructed by Mr. C. F. Dixon (of Mr. John Hasting's office).

His Lordship, in delivering formal judgment, said: "The questions raised in this case are of such importance that I propose to take time to consider them; but I have arrived at the conclusion on certain facts on which I can give judgment for the plaintiff, and I think in the interests of both parties that I should give formal judgment at once. I find the following facts:—That there is proof of the death of Li Fuk at the date alleged by the plaintiff, if it is necessary to prove it. That the mortgage was fraudulent on the part of the pretended mortgagee, and was not made as alleged, by Li Fuk, he being at the time dead. That although I do not think there is any evidence to connect Ma Fu-sam with the fraud, yet I do not think he can be described as a bona fide mortgagee. There is a wide gulf between mala fides and bona fides. In order to obtain the benefit which it is intended accrues to mortgages with a Registration Order where a will of immovables has not been registered within (in this case) one year of the death of the testator, assuming the plaintiff's contention to be sound on this point, the mortgage must be bona fide; and a man who lends money on mortgage in so unusual and reckless a fashion cannot be described as acting in good faith within the ordinary meaning of these words. On these findings the plaintiff is entitled to judgment. I shall give a considered judgment on all the points of law raised when I have leisure fully to go into them. In this case I do not think the plaintiff's delay in obtaining judgment should disentitle her to costs."

IN INSURANCE CLAIM.
O Yan-tai brought an action against the Fook On Assurance and Godown Co., Ltd., to recover \$40,000 said to be due on a policy of insurance.

Mr. M. W. Slade, instructed by Mr. C. F. Dixon (of Mr. John Hasting's office) appeared for the plaintiff, while Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Jackson (of Messrs. Johnson, Stokes and Master) represented the defendants.

In the statement of claim it was said that the plaintiff was a merchant carrying on business at Macao while the defendant company was established in Hongkong. On September 17th, 1906, the s.s. *Macao* was at anchor in Hongkong harbour. By a policy of insurance issued by the defendant company the day before the typhoon the plaintiff was insured against the total loss of the steamer by perils at sea for \$40,000. By the terms of the policy the steamer was valued at \$95,000, and it was agreed that \$55,000 of the said value should be insured by the owner himself, and not with any other person. The plaintiff paid a premium of \$1,200 and stamp duty. The steamer was totally lost in Hongkong harbour, and the defendant company repudiate all liability under the policy. The plaintiff therefore claimed \$40,000.

In the statement of defence the defendants set out that the steamer was not valued at \$95,000 or any other sum by the said policy. It was merely stated therein to be estimated to be of the value of \$95,000, and such estimated value was placed upon the steamer by the plaintiff himself, who falsely represented her to be of that value; such estimate of value was not ascertained or agreed to by the defendants. The defendants admitted that the plaintiff agreed by the said policy that he would as owner insure the steamer to the value of \$55,000, and would not reimburse her with any other person. The defendants denied that the plaintiff performed the said agreement, but said on the contrary that the value of the steamer at the time of the taking out of the policy was only \$25,000 or \$35,000. The defendants further denied that they were liable to the plaintiff in the full sum of \$40,000. They were only liable under the terms of the policy and under the circumstances aforesaid to pay the plaintiff 40/95ths of the actual real value of the steamer, and the defendants were ready and willing to pay the plaintiff such amount.

Mr. Slade stated that on the pleadings the only issue was whether or not the policy was a valid one. The effect in law of putting the value of a thing in a policy was to take out of the question which had to be decided by the Court the question of the value of the thing insured. A value policy could be avoided in toto by proof of fraud, but short of this the value cannot be debated in Court. Mr. Slade then proceeded to quote authorities as to what a value policy was, and what the effect of it was. The case was adjourned.

LATEST STEAMER MOVEMENTS.

The str. *Saint Patrick* arrived at New York on the 26th inst.

The P. M. steamer *Mongolia* arrived at San Francisco on the 25th inst.

The I.G.M. str. *Seydlitz* which left here on 16th January, arrived at Genoa on Tuesday, 26th inst. at 2 p.m.

The I.G.M. str. *Prinz Heinrich* which left here on 30th Jan., arrived at Genoa on Tuesday, 26th inst. at 7 a.m.

CANTON.

(FROM OUR CORRESPONDENT.)

February 26th.

RESIGNATION OF A HIGH OFFICIAL.

It is reported that His Excellency Tui Shu-wan, director of the Government Cement Works, has submitted his resignation for acceptance in order that he may go into mourning for his mother. His Excellency Tang Shu-wan is an ex-Literary Chancellor and he also holds the high position of Chief Superintendent of the Educational Bureau of Kwangtung.

PROPOSED BRIDGE.

It is said that His Excellency Viceroy Chou Fu has granted permission to Lau Cheung-hing to float a company to build a bridge across Hona v. The plan and specifications of the bridge have been drawn up and submitted to the Viceroy for his approval. The length of the bridge is 1,202 "cheeks."

WHOLESALE KIDNAPPING.

Hitherto there has been a great exodus of boys and girls from the Luichow prefecture. It is said that over 10,000 boys and girls have that prefecture annually, and the majority of them were either kidnapped or sold as slaves. The newly appointed Luichow Prefect, Chu Hing-yee, recently issued a proclamation strictly prohibiting all boys and girls leaving the place unless they are accompanied by their parents or relations. A few days ago just before the departure of the steamer, *Ant Zi* about 50 boys and girls who had been kidnapped were discovered on board of her. They were all taken ashore by the authorities. Unfortunately the kidnappers got wind of the arrival of the officials and escaped in time.

BERI-BERI AMONGST THE RIVER POLICE.

At present there are no stations erected on shore to accommodate the eastern and northern sections of river police force. These two sections of police are quartered in two large junks. One of them is anchored near Wong Sha and the other at Tai Sha Taa. These police were not men engaged from the floating population but were disbanded braves. It appeared that the floating life was unsuitable to them, as the Chief Superintendent of River Police has reported to the Viceroy that about ten cases of beri-beri disease happened every day amongst these two sections of the police. Viceroy Chou Fu has ordered the Provincial Treasurer to pay a sum of \$8,000 to the Chief Superintendent of Police for the construction of two stations on shore for the accommodation of these two sections of the police.

TO CEASE COINING SUBSIDIARY COINS.

Viceroy Chou Fu has instructed the Director of the mint to cease coining subsidiary coins for three months and to coin dollars, as the latter coins are very scarce in the market.

MINISTER FOR JAPAN.

It is reported that Tadao Kung Sum-tsan, who is now deputy in the Viceroy's Foreign Office here, will be appointed Minister for China to Japan.

MACAO.

(FROM OUR CORRESPONDENT.)

February 27th.

THE POST OFFICE AGAIN.

We are still without the proper stamps for our letters to Hongkong and Canton, and are practically compelled to use six cents stamps which means paying double for all your letters. Can nothing be done to remedy this state of affairs?

NEW CONSUL.

In the *Jornal das Colacias* there has appeared correspondence from Yokohama urging the appointment of a certain local Portuguese resident as Consul in that port, but I understand that the Government have already appointed Count Lagrassas for the post. This is wise, for in a place like Japan an independent and popular man must hold the post of Consul in preference to a local resident in the employ of a foreign firm.

DEATH OF MR. F. D. DA COSTA.

Mr. F. Duarte da Costa, the manager of the Macao branch of the Banco Nacional Ultramarino, died on Friday, 22nd inst., of congestion of the lungs. Mr. da Costa had been in Macao for a few years, and was on the eve of his departure for a well-earned holiday at home, his successor having already arrived at Macao to relieve him. He left a widow and two children.

LAPPA CUSTOMS.

The commissioner of the Imperial Maritime Customs at Lappa, Mr. E. V. Brown, and family are going home for a holiday by the *Princess Alice* on the 13th proximo.

CHINESE SUBSIDIARY COINS.

Notwithstanding the fact that we have bank notes of not less than five banks circulating here, we still have any amount of these debased coins in circulation. The premium is now \$7.20 per \$100.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 27th at 12.05 p.m.—The barometer has fallen considerably over N.E. Japan, where a slight depression exists.

Pressure continues to give way slowly over S. China. It is highest over N. China and the Yellow Sea.

Gradients are mostly slight, and moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... E. winds, moderate; fair.
Formosa Channel... N.E. winds, moderate.
South coast of China between Hongkong and Lamma... Same as N.
South coast of China between Hongkong and Italian... Same as N.

HONGKONG HOTEL CO., LD.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's hotel at 12.30 p.m., on Wednesday, March 6th, reads:—

To the shareholders of the Hongkong Hotel Company, Limited.

Gentlemen—In accordance with section 56 of the Articles of Association, the directors now beg to submit their report for the half-year ended 31st December, 1906.

At a meeting of the directors held on the 12th inst., the profit on working account amounted to \$73,959.18 as compared with \$58,202.45 for the corresponding period of 1905, being a decrease of \$15,756.73.

The profit and loss account, including the sum of \$1,000,000 brought forward from 31st June, 1906, shows a credit balance of \$87,371.53, which the directors recommend should be apportioned as follows:—

To pay a dividend of 10 per cent for the half year \$80,000.00

To transfer to repairs and renewals account 7,000.00

To carry forward to new account 371.53

DIRECTORS.

Dr. J. W. Noble, retires by rotation, but offers himself for re-election.

AUDIT.

The accounts have been audited by Messrs. H. C. Jeffries and A. R. Lowe, C.A., who offer themselves for re-election.

J. W. NOBLE,

Chairman.

BALANCE SHEET.

31st December, 1906.

CAPITAL.	
12,000 shares at 50 each fully paid up	600,000.00
1,000 mortgage debentures	100,000.00
(6 per cent)	50,000.00
Loss 100 shares held by the company	5,000.00
	745,000.00
RESERVE FUND.	
Surplus profits	118,500.00
Unclaimed dividends	24,375.00
Hongkong and Shanghai Banking Corporation (current account)	122,000.00
Repairs and renewals, balance as per statement	3,359.18
Profit and loss account, balance as per statement	67,371.53
	\$1,080,254.74
ASSETS.	
Value of Marine Lot No. 5 and remaining portion of Marine Lot No. 3 and No. 1	1,065,580.00
Value of Marine Lot No. 28	246,100.00
Building (Marine Lot No. 28)	35,702.08
Cost of three Chinese houses on sections B, C and D of Island Lot No. 80	37,000.00
Cost of Kowloon Farm Lot No. 3, 3000 sq. ft.	30,250.00
Estimated value of shares as per statement	82,154.05
Loss written off, as per statement	8,154.05
Since added	9,000.00
	\$1,608,872.13
Installation of electric light, as per last account	20,000.00
Loss written off, as per last account	2,000.00
	18,000.00
Stock of linen, crockery and glassware	49,724.46
Stock of wine, spirits, and household supplies and stationery as per inventories	28,385.64
Shares in public companies	2,500.00
Liases outstanding to half year to 31st June, 1907	2,500.00
Value of steam launch	40,000.00
Surplus profits	943.00
Hongkong and Shanghai Banking Corporation (unclaimed dividends account)	102.50
Cash in hand	\$1,961,354.74

PROFIT AND LOSS ACCOUNT.

For the six months ending 31st December, 1906.	
To balance forward	624.51
To interest on investments	505.11
To interest on loans	2,982.50
To interest on debentures	6,245.49
To interest on debentures at 4 per cent	15,000.00
To interest on debentures held by the company	2,982.50
To interest on loan	12,331.10
To directors' and auditors' fees	3,200.00
To balance forward	50,000.00
To pay a dividend of 10 per cent	7,000.00
To transfer to repairs and renewals account	7,000.00
To carry forward to new account	371.53
	\$96,122.07

By Balance from 30th June, 1906.	
Profit	\$8,212.01
Less dividend at 10 per cent	60,000.00
Less transferred to repairs and renewals account	8,154.05
Less written off from value of electric installation	2,000.00
	70,154.05
By profits of shops and offices, old building	\$8,950.00
By profits of shops and offices, new building	2,902.50
By profits of Hotel Mansions	31,757.50
By dividend on shares in Public Companies	281.00
By scrip and transfer fees	12.00
By bank interest received	11.40
By profit on hotel working account for the six months ending 31st Dec. 1906	\$3,359.18
	\$96,122.07

REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 31st December, 1906.	
To payment on account of repairs and renewals during the half year ending 31st December, 1906	\$15,000.00
To balance	\$15,000.00
	\$30,000.00
By balance from last account	\$15,000.00
	\$45,000.00

PROTECTION OF PARSEES.

We have received from Mr. H. N. Mody a copy of the following telegram which by the courtesy of His Excellency the Governor he was empowered to hand to us for publication:—

From Minister, Tehran, to Governor, Hongkong, Despatched 10.50 a.m. 26th February, 1907. "Please advise Parsee community Persian Government taking energetic steps protection Parsees."—Spring Rice

JAPAN.

(FROM OUR CORRESPONDENT).

Tokyo, February 18th.

THE POLITICAL SITUATION.

The approval by the Lower House of the Diet, after a debate of only three hours, of the Government's unopposed Budget, once more shows the facility of attempting to make forecasts in reference to Japanese political affairs. After passing through the committee stages, an enormously swollen budget of six hundred million yen is met only by a feeble debate and approved with scarcely any opposition. The result points to one of two things:—the Government is either in the enviable position of enjoying unparalleled support from the people and Diet, or, as is often alleged, political parties in this country are "rotten".

The criticism which the Budget received from the Press had fed public expectation of a long, and strong, debate in Parliament—it was a great chance for the opposition to prove itself, but the Progressive, especially the strongest in opposition to the Government, have suddenly shown themselves supporters of Marquis Saionji and his cabinet, a *ratte face* which has brought about a chaotic condition of things in this historic party.

INDECISION WITHIN THE RANKS.

If a healthy opposition is one of the steps and safeguards of constitutional government, at the present moment such government is in an unhealthy state in Japan. The situation to-day of the Progressives may be clearly traced to the resignation recently of their founder and leader, Count Okuma. It may truthfully be said that this leader is the W. J. Bryan of Japan—an idealist who is superior to the common run of politicians but who politically has struggled with adversity from the beginning. The fact could not be concealed that when Count Okuma a few weeks ago, announced his determination to resign his leadership, the great proportion of that party received the announcement with secret joy. They were not free to grope nearer earth than the Count's idealism permitted—they could become more practical. This means that they would be free to engage in flirtation with the really great party of the State—an unconstitutional, military party headed by Marshal Marquis Yamagata. To what extent have the "Progressives" been bought and sold in the past few weeks?

THE POLITICAL CONSCIENCE.

But one good result of the easy passage of the Budget in the House of Representatives has been an awakening within the political ranks that promises a new movement and might mean much for the future. The principal speaker in opposition to the Government Budget was Mr. Saburo Shimada, one of the foremost speakers in the house, who has been the lieutenant of Count Okuma ever since the foundation of the party. Even Mr. Shimada, however, disappointed his admirers in the character of his opposition speech. It lacked his usual vigour, but it must not be forgotten that the impregnable position of the Government was against him and he seems to have been content to register his protest and take another opportunity to make a protest of a more effective sort. This he did a year or two ago when, with other political leaders, he convoked a meeting of members of the Diet other than Government supporters to consider the situation brought about by the Progressive party's unexpected vote in favour of the Government. Mr. Shimada in his speech showed that he was apprehensive not only for the future of the Progressive party but for constitutional government in Japan. Some sixty members of the Diet endorsed the statement of Mr. Shimada, and in view of the general election next year, it is to be hoped in the interest of party government that the sixty members will place themselves in the van of a movement for reform and for maintaining the ideals and policy of the real progressive party—retrenchment and reform.

THE ASHIO COPPER MINE.

Questioned in the Diet when the violent outbreak of the miners at Ashio bore a most threatening aspect, the Vice-Minister for Home Affairs said that the Government could not be expected to be omnipotent in its authority and that such a formidable event as the riot could not always be avoided. The Governor of the Prefecture in which Ashio is situated had previously telegraphed the helplessness of the prefectural police to cope with the outbreak, and for a day or two apparently the wildest excesses in Russia were equalled in this mining district. The Ashio copper mine is the largest in Japan, perhaps in the Far East, and has grown to enormous proportions from very primitive beginnings. To-day it employs some ten thousand men. It is the property of the Furukawa family, one of those representatives of an old capitalist class that are now the financial giants of the country, such as the Mitsui, Sumitomo, &c.

THE PEERAGE SYSTEM.

It is worthy of note that while the movement is growing in England for the abolition of the House of Peers one of the foremost of Japanese noblemen should be advocating the abolition of the peerage system as it has developed during the present era in Japan. Count Itagaki has addressed a remarkable circular to his fellow peers. It is too long for reproduction but its spirit may be given in a few words. The count maintains that if Japan is to go forward as a united nation distinctions such as his descendants would possess—not because they had earned them but because they inherited them—were repugnant to him as setting up a barrier against the people. It is something, he says, that reason and justice cannot countenance. Coming from such a personage as Count Itagaki the appeal to his fellow peers will be sure to make a deep impression, at least on the country as a whole, and it is impossible to forecast in these epochs, making and stirring times what the outcome will be. The wording of the appeal is singularly old-fashioned and outspoken, but reverential in its references to the Emperor and interest in the document is greatly increased by a knowledge of the honourable part Count Itagaki has taken in the building up of his country during the past fifty years. Since he was a young man, he tells us, he had taken part in national affairs. He was born in 1837 and has always fought on the side of freedom and liberty. After a stormy career as one of the commanders in the civil war which attended the Restoration, he retired to his native province and became the idol of those primitive and honest people by his advocacy of the great idea of freedom. Subsequently he took part in the political life of the country but to-day, in his seventieth year, the Count devotes himself to social affairs, especially the improvement of the condition of the poor.

From such a single minded man it is perhaps not surprising there should come a document advocating the spirit of equality and fraternity among men but all peers are neither of the distinction, class, or nature of Count Itagaki.

RAILWAY NOTES.

To those who go further afield than the usual Sunday walk into the New Territory the progress made with the railway undertaking appears very striking. Of course the Shinjuku valley has been completely transformed by the embankment raised there and by the operations at the mouth of the tunnel. The boring of the tunnel is really a stupendous undertaking, and seeing the little that has been done after months of incessant toil the layman may be pardoned if he allows a doubt to cross his mind that the accomplishment of this great engineering feat will be realised in the time specified. However, doubt as he may, he will be pleased to note the general activity which prevails all along the route. Getting beyond Taiho he will be further gladdened to see the long stretch of earthwork that has been raised from there almost to the frontier. A service road has been laid alongside for the convenience of the staff, and it affords facilities for travel and transit which are not found on the existing tracks between places the villagers have come to make it a sort of public highway. It also enables the visitor to see the amount of work that has been done, and to gain a better idea of the country through which the line will pass.

It is noticeable in several places that some pieces of P.W.D. work have been altered, in some cases abandoned, and near Shingui embankments have been built almost to the edge of the stream, leaving no room for the abutments of the bridges. That is the reason given when the visitor asks why the coolies are pulling down part of the earthwork that has been raised with so much labour. An interesting feature of the route at this part is the narrow pits alongside. The earth to form the embankment has been dug out, leaving large pits which are filled with water. This plays an important part in the irrigation of the paddy fields, the actual advantages being very apparent. These pits run along the line to its present terminus which is about two miles from Fanchuan. Altogether a length of about eight miles of earthwork has been completed here. Chinese coolies are of course principally engaged in the work, but there are many Indians employed also. Indians supervise the brick kiln near Taiho, and about a mile beyond that is a camp of big strapping fellows from the Punjab who are engaged in a big cutting near there.

The picturesque but primitive bullock team and wagon are daily seen on the roads conveying material from the wharf in Tidal Cove, and on all hands boys on rail, iron girders, sleepers, and so on, are seen, telling their tales of serious work and pointing to the time when the locomotive will rush through the peaceful valley to jerk the inhabitants in an almost 4th dimensional manner from the 17th to 20th century.

BANDMANN COMEDY COMPANY.

"Leah Kleeschna," a play by Mr. C. M. S. McLellan, claimed the attention of the audience last night. It set out to show that criminals have all a substratum of good in their nature, and that this can be touched by the application of universal love. The play is very ideal, full of fine sentiment, and gives opportunity for some dramatic situations and very telling scenes which rouse the audience to the greatest enthusiasm. Miss Florence Homer interpreted Leah, the daughter of the Austrian criminal, in a very artistic manner, while Mr. Claude King was sympathetic and real in his representation of Paul Sylvaine of the Chamber of Deputies, the gentleman who held that criminals could be reformed by other means than punishment, and Mr. Sidney T. Paine was very forceful as Kleeschna. Mr. Sinclair Cotter scored another success as Farrer, the journalist, and Mr. P. Sanders played the part of the dissolute Raoul Berton very well. The clever acting of the principals, as seen in several tense dramatic situations, gripped the audience so strongly that when the climax had been reached their plaudits were so vociferous that the artists had to make a re-appearance.

Travellers by an "express" between Davies and Wolfgang had an amusing experience. Half-way up a cove was seen between the lines, and as it would not budge the train was stopped, while the engine-driver drove the animal away. At the other end of the train, a former finding it had stopped near the village inhabited by the natives, and was walking off home when the guard ran after him and stopped him. "It is my duty," said the guard, "to see every passenger to his destination. Your ticket is for the next station, and you are breaking the regulations by getting on a former finding it had stopped near the village inhabited by the natives, and was walking off home when the guard ran after him and stopped him. "It is my duty," said the guard, "to see every passenger to his destination. 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SHIPPING.

ARRIVALS.

DAIYA, Japanese str., 1,735, N. Aikawa, 27th February—Mojito 21st Feb. Coal.—Mitsui Bussan Kaisha.

DAIYU, Norwegian str., 883, O. Abrahamson, 27th Feb.—Wakamatsu 20th Feb. Coal.—Asgaard Thoresen & Co.

EASTERN, British str., 3,500, W. G. McArthur, 27th Feb.—Kobe via Moji 20th February, General.—Gibb Livingston & Co.

FRI, Norwegian str., 860, C. Wagle, 27th Feb.—Saigon 21st February, Rice.—Aagaard Thoresen & Co.

HAINU, British str., 636, A. J. Robson, 27th Feb.—Coast Ports 15th Feb. General.—Douglas LaPraik & Co.

HUICHOW, British str., 1,217, E. Forsyth, 27th Feb.—Saigon 22nd Feb. Rice.—Butterfield & Swire.

MANAN MARU, Japanese str., 702, J. Sakurai, 27th Feb.—Tampoi 24th Feb. General.—Otsuka Shosen Kaisha.

NINGPO, British str., 1,238, Eady, 27th Feb.—Saigon 21st Feb. Rice.—Butterfield & Swire.

QUINTA, German str., from Canton.

TAIWAN, British str., 1,040, J. A. Martin, 28th February—Saigon 21st February, General.—China.

YUCHOW, British str., 1,305, J. H. Brown, 27th Feb.—Shanghai 24th Feb. General.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Feb. 27th.

Daiyu, Norwegian str., for Canton.

Huichow, British str., for Amoy.

Kishima Maru, Japanese str., for Kobe.

Kohkai, German str., for Hongkong.

Kwong, British str., for Shanghai.

Quinta, German str., for Hongkong.

DEPARTURES.

Feb. 27th.

ANGHIN, German str., for Swatow.

ANSON MARU, Japanese str., for Moji.

CLARA JENSEN, German str., for Saigon.

DERWENT, British str., for Saigon.

KUICHOW, British str., for Cholon.

MONTAGUE, British str., for Shanghai.

PRESIDENT, German str., for Hamburg.

PROTECTOR, British str., for Bangkok.

PROTECTOR, Norwegian str., for Swatow.

SPIN, Norwegian str., for Saigon.

SZECHUEN, British str., for Canton.

WAKAMATSU MARU, Jap. str., for Moji.

SHIPPING REPORTS.

The British str. *Huichow* reports: Moderate to fresh gale to Cape Pataran, thence moderate wind and sea to port.

The British str. *Eastern* reports: Left Kobe at 12.30 p.m. on 27th inst., arrived at Moji 8.50 a.m. on 28th. Strong North and N.W. winds, were experienced with heavy snow squalls; Very heavy weather was experienced at Moji. N.W. gale and heavy snow squalls; Left Moji at 1 p.m. on 28th inst., and arrived at Hongkong 8 a.m. on 29th; Moji to Heishan Is. weather fine moderate winds and sea. Heishan Is. to Otsuka Is. thick weather continuous rain moderate North and N.E. winds and sea. Otsuka Is. to arrival thick hazy weather moderate N.E. winds and sea.

VESSELS IN DOCK.

Feb. 27th.

ABERDEEN DOCKS.—*Sorensen*, *Frederic*, *Z. Y. de Aldecoa*, *Prinz Waldemar*, *Kongkong*, *Emmanuel*, *Saphir*, *Prinz Sigismund*, *Wongkong*, *Tidatop*, *Tai On*.

COSMOPOLITAN DOCKS.—*Peng*, *Pai*, *Honam*, *Shantung*.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAINU,"

Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 1st March, at 10 a.m.

For Freight or Passage apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 27th February, 1907. 43

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Girard, will be despatched for the above Ports on MONDAY, the 4th March.

For Freight or Passage apply to G. DE CHAMPEAUX, Agent.

Hongkong, 28th February, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"

Captain J. D. Andrews, carrying Hi Ma's Mails, will be despatched from this for Bombay on SATURDAY, the 9th March at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "MAHORA," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Telex for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London &c. will be conveyed from Bombay by the R.M.S. "CALEDONIA," due in London on 20th April, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 25th February, 1907. 1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

1899.

"MUNCASTER CASTLE" 13th Mar.

"LOWTHER CASTLE" 21st Mar.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 29th January, 1907. 737

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	To-day, at 10 a.m.
LONDON &c., via CEAL. PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 9th Mar., at Noon.
MARSEILLES, &c., via PORTS OF CALL	AUSTRALIEN	French str.	—	Verron	MESSAGERIES MARITIMES	On 5th Mar., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TRANQUEBAR	Dan. str.	—	—	MELCHERS & CO.	About 10th Mar.
MARSEILLES, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	Ch. Polack	HAMBURG-AMERIKA LINIE	On 20th Mar.
BREMEN, via PORTS OF CALL	PRINCESS ALICE	Russ.	—	—	MELCHERS & CO.	On 13th Mar., at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schulze	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schulze	HAMBURG-AMERIKA LINIE	On 19th April.
NAPLES, LISBON, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 16th Mar.
NAPLES, LISBON, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 5th April.
TRIESTE, &c., via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Blaifer	SANDER, WIELER & Co.	About 12th Mar.
NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 14th Mar., at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 27th Mar., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TAMAR	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 27th Mar.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	—	H. C. Armstrong	TOTO KISEN KAISHA	On 28th Mar., at Noon.
CALLAO, IQUIQUE VIA JAPAN PORTS, &c.	DAKOTAH	Brit. str.	—	Hollman	SHEWAN, TOMES & Co.	On 4th Mar.
SAN FRANCISCO VIA PORTS	PRINZ WALDEMAR	Ger. str.	—	van Zenden	MELCHERS & CO.	On 2nd Mar., at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	McArthur	UJER, LIVINGSTON & Co.	On 2nd Mar., at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	TEINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 8th Mar., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 18th Mar.
YOKOHAMA & KOBE	TIJANAS	Dan. str.	—	Pander	JAVA-CHINA JAPAN LIGN	Quick despatch.
CHINGWANGTAO, YOKOHAMA & KOBE	DOROTHY	Brit. str.	—	G. S. Weigall	JARDINE, MATHESON & Co.	About 2nd May.
CHINGWANGTAO, YOKOHAMA & KOBE	QUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 3rd Mar., Daylight.
CHINGWANGTAO, YOKOHAMA & KOBE	NANCHANG	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	On 8th Mar., at 4 p.m.
CHINGWANGTAO, YOKOHAMA & KOBE	PRINZ LUDWIG	Ger. str.	—	Spencer Wilde	MELCHERS & CO.	To-morrow, at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	HANGKONG	Brit. str.	—	E. B. Martin	P. & O. S. N. Co.	About 1st Mar.
CHINGWANGTAO, YOKOHAMA & KOBE	NILE	Brit. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 3rd Mar.
CHINGWANGTAO, YOKOHAMA & KOBE	HAMBURG	Ger. str.	k.w.	Girard	HAMBURG-AMERIKA LINIE	On 4th Mar.
CHINGWANGTAO, YOKOHAMA & KOBE	LIBERIA	Frederic	—	J. H. Brown	BUTTERFIELD & SWIRE	On 4th Mar.
CHINGWANGTAO, YOKOHAMA & KOBE	ERNEST SIMONS	Brit. str.	1 m.	R. A. Peters	P. & O. S. N. Co.	On 5th Mar., at 4 p.m.
CHINGWANGTAO, YOKOHAMA & KOBE	TOCHOW	Brit. str.	—	Wavell	MELCHERS & CO.	About 12th Mar.
CHINGWANGTAO, YOKOHAMA & KOBE	SIBIRIAN	Dan. str.	—	J. Robinson	BUTTERFIELD & SWIRE	On 14th Mar., at 4 p.m.
CHINGWANGTAO, YOKOHAMA & KOBE	KIDKIAN	Brit. str.	1 m.	G. Ita	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
CHINGWANGTAO, YOKOHAMA & KOBE	SUNGKIAN	Brit. str.	1 m.	H. Harder	BUTTERFIELD & SWIRE	On 3rd Mar., Daylight.
CHINGWANGTAO, YOKOHAMA & KOBE	MAKAS MARU	Jap. str.	—	A. J. Robson	DOUGLAS LAPRAIK & Co.	On 6th Mar., Daylight.
CHINGWANGTAO, YOKOHAMA & KOBE	PUKUSU MARU	Jap. str.	—	R. Rodger	SHEWAN, TOMES & Co.	To-day, at 4 p.m.
CHINGWANGTAO, YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	On 2nd Mar., at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	2 h.	R. Almond	BUTTERFIELD & SWIRE	On 5th Mar., at 4 p.m.
CHINGWANGTAO, YOKOHAMA & KOBE	ZAFIRO	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co.	On 8th Mar., at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	RUBI	Brit. str.	—	—	—	On 2nd Mar., at 3 p.m.
CHINGWANGTAO, YOKOHAMA & KOBE	KUTSANG	Brit. str.	—	—	—	—

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL.

SHANGHAI, "HANGSANG" Friday, 1st Mar., Noon.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 2nd Mar., 3 p.m.

TIENTSIN "CHIPSHING" Sunday, 3rd Mar., daylight.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Cholon, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 28th February, 1907. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 2nd Mar., Noon.
RUBI	2540	R. Almond	Manila.	On 9th Mar., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th February, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 13th November, 1906. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG "TRANQUEBAR" About 10th Mar.

SHANGHAI, YOKOHAMA & KOBE "SIBIRIAN" About 12th Mar.

CHINGWANGTAO, YOKOHAMA & KOBE "DOROTHY" About 2nd May

For Further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 26th February, 1907. 9

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
LYRA	4,417	H. C. Armstrong	On 27th March
SHAWMUT	9,666	E. V. Roberts	On 23rd April

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 25th February, 1907. 7

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEINLAND," "HAMBURG" and "HOFENSTADEN." These steamers offer to the public the highest comfort and attained ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with furniture, including Board, Doctor and Stewardsesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS: OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA.

HAMBURG ... 3rd March

RHEINLAND ... 2nd April

HOFENSTADEN ... 30th April

SILEZIA ... 31st May

SCANDIA ... 30th June

FOR THE STRAITS COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.

* SCANDIA ... 16th March

HAMBURG ... 5th April

RHEINLAND ... 3rd May

HOFENSTADEN ... 28th May

* Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

HAMBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March

LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 4th March

BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 16th March

BRISGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March

RHEINLAND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd April

Next sailings homeward.

VIA STRAITS, COLOMBO AND ADEEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, PORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabia and Persian Gulf Ports.

* SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 16th March

SLAVONIA ... FOR MARSEILLES, HAVRE & HAMBURG ... 20th March

BRASILIA ... FOR HAVRE, BREMEN & HAMBURG ... 24th March

* HAMBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April

BELGRAVIA ... FOR HAVRE & HAMBURG ... 19th April

12

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th January, 1907. 301

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA,"

Captain Blaifer, will be despatched as above on or about SATURDAY, the 2nd March, P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st February, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEEN, DUEBOUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"AUSTRALIEN,"

Captain Verron, will be despatched for MARSEILLES, on TUESDAY, the 5th March, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. "Nera" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TOKIN" ... 19th Mar.

S.S. "ERNEST SIMONS" ... 2nd April.

S.S. "POLYNESIE" ... 16th April.

S.S. "VILLE DE LA CROIX" ... 30th April.

S.S. "SALAZIE" ... 14th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th February, 1907. 2

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

will be sent to Valparaiso if sufficient inducement.

Steamers Tons To Sail.

"GLENFARG" ... 4,000 March 28th, Noon.

"KASATO MARU" ... 6,100 April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA Manager, Yok Building.

Hongkong, 8th February, 1907. 10

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

29, Des Voeux Road CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 4th September 1905. 1674

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at the Outposts. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage 32 to any part of the World

VISITORS TO CANTON. Should purchase FROM HONGKONG TO CANTON. BY THE PEARL RIVER.

BY CAPTAIN C. V. LLOYD (S.S. "HANKOW" With Illustrations, Maps and Plans.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. S. Bradshaw	10 A.M., 28th Feb. February	Freight and Passage.
SHANGHAI, KOBE, MOJI and NILE YOKOHAMA	Malta Capt. E. R. Martin	About 1st March	Freight and Passage.
SHANGHAI	Malta Capt. L. A. Peters	About 8th March	Freight and Passage.
LONDON, &c., via USUAL PORTS DEHLI	DEHLI Capt. J. D. Andrews	Noon, 9th March	See Special of Call

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th February, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL	REMARKS.
SWATOW, AMOY & SHANGHAI NINGPO MANILA SHANGHAI MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"LIANGCHOW" "SUNGKIANG" "TEAN" "YOHOW" "TSINAN"	On 28th Feb., 4 P.M. On 28th Feb., 4 P.M. On 14th Mar., 4 P.M. On 5th Mar., 4 P.M. On 8th Mar., 4 P.M.	
TIENSIN NEWCHANG SHANGHAI YOKOHAMA and KOBE	"HUICHOW" "NANCHANG" "KIUKIANG" "CHANGSHA"	On 8th Mar., 4 P.M. On 9th Mar., 4 P.M. On 14th Mar., 4 P.M. On 18th Mar., 4 P.M.	

* The attention of Passengers is directed to the superior accommodation offered by the steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS

Hongkong, 25th February, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR

* TAMSWI VIA SWATOW AND AMOY	* "MASAN MARU" Capt. I. Sakurai	* SUNDAY, 3rd Mar., at DAYLIGHT.
* ANPING VIA SWATOW AND AMOY	* "FUKUSHU MARU" Capt. G. Ito	* WEDNESDAY, 6th Mar., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

14

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN" 6,000	6,000	THURSDAY, 14th Mar. ...	1st April
"EMPEROR OF CHINA" 6,000	6,000	WEDNESDAY, 27th Mar. ...	20th April
"EMPEROR OF INDIA" 6,000	6,000	THURSDAY, 11th April ...	28th April
"EMPEROR OF AUSTRALIA" 6,000	6,000	WEDNESDAY, 1st May ...	25th May
"EMPEROR OF AFRICA" 6,000	6,000	THURSDAY, 2nd May ...	27th May
"EMPEROR OF ASIA" 6,000	6,000	WEDNESDAY, 22nd May ...	15th June

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 250; via New York 262. Intermediate on Steamers ... 240 ... 242.

R.M.S. "MONTEAGLE," "EMPEROR OF AUSTRALIA" and "EMPEROR OF AFRICA" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blake Pier.

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	TRADE MARK REGULATIONS IN CHINA ... \$1.25
Do. Do. Small Edition 6.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER ... 1.90
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA ... 0.60	Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations ... 1.90
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe ... 3.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
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REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	CALLED OUT: or the Cheng Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 4.00	FROM PORTSMOUTH TO Peking, via LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible) ... 1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00	SKETCHES OF THE WEST RIVER ... 0.25
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	PLAN OF VICTORIA ... 0.75
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA ... 0.25	" " KOWLOON ... 0.75
	" " PEAK ... 0.75
	" " NEW TERRITORY ... 0.75
	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 0.25

IMPERIAL GERMAN MAIL
LINES.NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINCESS ALICE ...	WEDNESDAY ... 13th March
PRINZ LUDWIG ...	WEDNESDAY ... 27th March
* SACHSEN ...	WEDNESDAY ... 27th March
ZIELEN ...	WEDNESDAY ... 10th April
PRINZ REGENT LUTPOLD ...	WEDNESDAY ... 24th April
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 8th May
BAVERN ...	WEDNESDAY ... 22nd May
PRINZ HEINRICH ...	WEDNESDAY ... 5th June
SCHARNHURST ...	WEDNESDAY ... 19th June
ROON ...	WEDNESDAY ... 3rd July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of MARCH, 1907, at Noon, the Steamship

"PRINCESS ALICE," Captain Ch. Polack, with MALES, PASSENGERS, SPECIE

and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th Mar. Cargo and

Specie will be received on Board until 5 P.M. on THURSDAY, the 12th Mar., and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 12th Mar.

The bills of Lading are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
To NAPLES, GENOA and GIBRALTAR ...	21 0 0	12 0 0
return ...	91 0 0	53 0 0

TO SOUTHAMPTON, LONDON, BREMEN

return ...	55 0 0	44 0 0	24 0 0
AND HAMBURG ...	97 0 0	66 0 0	36 0 0

* TO NEW YORK VIA SUEZ

return ...	64 0 0	44 0 0	26 0 0
VIA NAPLES, GENOA or GIBRALTAR ...	115 0 0	79 0 0	45 0 0
return ...	68 0 0	46 0 0	27 0 0
VIA BREMEN or SOUTHAMPTON ...	123 0 0	83 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,

GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'

expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from

SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES.
PRINZ WALDEMAR ...	3277 tons ... SATURDAY, 2nd Mar.
PRINZ SIGISMUND ...	3302 tons ... THURSDAY, 28th Mar.
MANILA ...	1790 tons ... SATURDAY, 20th April

ON SATURDAY, the 2nd March, at Noon, the Steamship "PRINZ WALDEMAR,"

Captain van den Ende, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
To MANILA ...	\$30.00	\$20.00
return ...	\$80.00	\$50.00

To NEW GUINEA ...

return ...

To BRISBANE ...

return ...

To SYDNEY ...

return ...

To MELBOURNE ...

return ...

To YOKOHAMA ...

return ...

To KOBE ...

return ...

To YOKOHAMA and back from KOBE

to HONGKONG ...

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class
To EUROPE VIA AUSTRALIA and COLOMBO by Imperial Mail Steamer ...	297.0 0
To EUROPE VIA AUSTRALIA and AMERICA ...	96.0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San

Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ LUDWIG" ...	Friday, 1st Mar.
KOBE & YOKOHAMA ...	
SHANGHAI, NAGASAKI, "ZIELEN" ...	Wednesday, 13th Mar.
KOBE & YOKOHAMA ...	

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co.'s steamers P.M.S. Co., O. & S.S. Co.,

T. K. & K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following rates:

1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton ...	282.0 0	163.0 0
To Bremen ...	63.0 0	35.0 0
To Paris via Cherbourg ...	65.0 0	35.0 0
To Naples, Genoa via Gibraltar ...	65.0 0	35.0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse.

SECURITIES issued by PARIS

European Govts and Municipalities offering

prospective returns.

For further information, apply to

CUNLIFFE, RUSSELL & CO., being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after drawing. Results of Drawings in English. Holders of drawn Bonds admitted at once. Prizes collected free of charge. Bonds purchased at sight. Loans granted on Premium Bonds. Services continue until last bond drawn. All transactions confidential.

419

NATAL LINE OF STEAMERS

THE Under-registered GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

PASSENGER SEASON
1907.PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.THROUGH STEAMER
FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 24 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second SALOON.

To LONDON—£65 First and £44 Second SALOON.

For Further Particulars, apply to

F. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL, BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PASSENGERS' at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and works' shop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LINE,

YORK BUILDINGS.

Hongkong, 1st December, 1906.

MEN-OF-WAR ON THE CHINA AND
JAPAN STATION.

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Jannet, Canton.

Carondelet, gunboat, Lieut. Kerelaud, Saigon.

D'Assas, cruiser, 4,000 tons, 31 guns, 9,500 h.p., Com. Baie d'Along.

Decade, gunboat, 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Est, Haiphong.

D'Entrecasteaux, Frigate, 11,242 tons, Capt. Tracou, Hongkong.

Desaix, cruiser, 3,885 tons, 14 guns, 5,500 h.p., Comdr. Amet, Baie d'Along.

Dupetit-Thouars, armoured cruiser, 10,611 tons, Capt. Passerat de Silans, Saigon.

Esturgeon, submarine, Saigon.

Francisque, destroyer, 330 tons, 7 guns, 630 h.p., Lieut. Garreau, Hongkong.

Fronde, destroyer, 330 tons, 7 guns, 393 h.p., Lieut. Saint-Sauveur, Hongkong.

Guaydon, cruiser, 5,000 tons, 36 guns, 20,200 h.p., Capt. Ridoir, Saigon.

Guichen, protected cruiser, flagship of Rear Admiral Boissac, Captain Tracou, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. L. Corollis, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 393 h.p., Lieut. Sages-Durand, Saigon.

Kersaint, gunboat, 1,250 tons, 6 guns, 2,200 h.p., Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montebello, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9,700 tons, 12 guns, 19,000 h.p., Capt. Marol.

Moussat, destroyer, Lieut. Duchesne, Baie d'Along.

Olyx, gunboat, Lieut. Grallier, Yangtze.

